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Hongkong, 1st January, 1901. [49]

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10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 10 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 12.30 p.m. Every 10 minutes.

12.30 p.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 2.00 p.m. Every 10 minutes.

2.00 p.m. to 2.30 p.m. Every 10 minutes.

2.30 p.m. to 3.00 p.m. Every 10 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 10 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 7.30 p.m. Every 10 minutes.

7.30 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 8.30 p.m. Every 10 minutes.

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Hongkong, 2nd July, 1900. [53]

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The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 23rd November, 1901.

THE Chinese have in all times won the reputation of sagacious diplomatists; yet when we come to examine into it, their diplomacy always takes one single form, that of astuteness rather than originality. Such has ever been the resource of weakness when brought in contact with direct force; and in this diplomacy, which is always the refuge of decaying states, the late LI HUNG-CHANG was a past master. As in the case of the present Sultan of Turkey, ABDUL HAMID II, the favourite scheme of such is to induce rivalry amongst their enemies, or supposed enemies, and by setting one against the others, to carry on an uncertain existence in the eddies of a crooked policy. Such a policy has the inevitable result of procuring the contempt of all and the friendship of none, so that when the time comes that one can produce some clearer claim than usual, or that one or other of the Powers interested is for the moment otherwise occupied, the unfortunate State is by common consent left to drop quietly out of existence; no one being found, in the pathetic words of the old historian, to say "God bless it!"

ABDUL HAMID has just found out to his cost that such is the inevitable result of recourse to this the weakest of palliatives. On the one side in Europe his evasive conduct has left a door open to the French to press for some settlement of claims open for a considerable time. Whether those claims were well or ill founded is beside the question; no one in fact took the trouble to enquire. The Sultan had recourse previously with each of the Powers to his old policy of getting one of the others to act for him the cat's paw, and drag his chestnuts out of the fire—only to find himself placed in a like position in turn. The game was in fact "not good enough," so ABDUL was in the most polite manner told that he had better settle the affair this time by himself as best he could. While thus

shivering in his shoes with regard to a monetary claim in Europe, where he has had to submit humbly on the first real sign of the plaintiff entering an execution, like many a similar man driven to his wits' end, the Sultan has been trying to do a little bit of aggression on his own account in the Persian Gulf. Here also it is hardly necessary to enter into details. It was clearly against the interests of England that a trouble that might grow into a serious quarrel should be permitted to spring up; the usual game was tried, and attempts made to engage the jealousies of the other Powers, it was no one's desire to add to questions already complicated enough another in which none were personally concerned, no ABDUL HAMID has been permitted to settle his little imbroglio as best he could. Now China, under the advice of the late Li, was engaging in just such another game as has been played so disastrously for himself by the Sultan. Li indeed succeeded in setting all the Powers by the ears, and had the supreme felicity so far of seeing the whole of Europe engaged in the very profitless task of blackguarding one another, much like the participants in an Irish row. But as usually happens in such cases, there came the time when those engaged in the row became aware that they were fighting for no interests of their own, but merely to afford amusement to their amiable onlooker. The moment such an idea enters the mind of a crowd it is apt to be a hard case for the offending party; the crowd can readily enough combine to remove him, before settling their own little

quarrels. This is what is actually happening in China, now that the Powers have begun to look back and see how one and all have been befooled. The present position in China is, in fact, more dangerous for her than any that has existed since the beginning of her efforts to get rid of the grain of sand that was troubling her oyster-like existence. The game played by Li is undoubtedly a most fascinating one; and at the beginning offers so many opportunities of making successful coups that few who have once commenced it will have the courage to abandon it in time. Like the hundred vice of gambling, mathematical calculations as well as the universal experience of history plainly prove that, carried to its legitimate conclusion, it must of necessity result in loss. Li, however, was no mathematician, and was perfectly ignorant of the teachings of history, and in his attempt to carry the game on to the end his next move was bound to be fatal. It was fortunate for China that his death occurred before he had had the opportunity to make his last, and for his country, fatal stroke. Having, however, been removed the question arises as to who is to be his successor. It is doubtful if a man of diplomatic skill would not here be a disadvantage to China; the game that wrecked Li, who was, whatever we may think of his general lack of ability, a man of remarkable astuteness, is not likely to be carried out by a man of inferior subtlety, and fortunately for China she possesses no man of equal astuteness. Here in fact is an opportunity for a plain man. The only hope China possesses of recovering her lost position is to take up honesty. If she can contrive, even at the last hour, to be honest and straightforward, the way is open for her to make many friends, who will be only too happy to welcome the repentant prodigal. Now it seems strange that, although as actual rulers China has been able to evolve men like TAO MU in the Two Kwangs, LI KUNG YI in Nanking, and CHANG CHITUNG and YUAN SHIKAI in Hupeh and Shantung respectively, she has no one to fall into the place of Li in conducting her foreign relations, and can only suggest Prince CHING and WANG WENSHAO. Probably, we at least are disposed to think, the situation is fortunate rather than otherwise. Li and Li's policy were in fact played out. Once the light of reason was let in, its utter weakness was only too self-evident. Prince CHING, though probably not an able man, has shown himself possessed of many more important characteristics, and WANG WENSHAO, old conservative as he ever was, has still shown himself a man of patriotism and regard for his word. On the whole it is best for China to give up the game of diplomacy after the narrow escape she has had from entire extinction.

The French mail of the 21st ult. was delivered in London on the 21st inst.

By a printer's error yesterday we were made to say that the sum taken at the sale of work by the C.M.S. Baxter Mission was \$13. The sum taken was \$1,300.

The British transport *Hatching* left yesterday morning for the North with the 2nd Rajputs on board. This will enable the Hongkong Regiment to return to Kowloon.

The first Hongkong Diocesan Choral Festival has been fixed to take place in St. John's Cathedral on Tuesday, 10th December, at 5 p.m. The instrumental portions of the service will consist of selections from Rossini's *Stabat Mater* by the Band of the Welsh Fusiliers, and the choir will render Gail's *Holy City*.

The Hongkong Rifle Association held a Spoon Competition this afternoon at 2.45.

H.M. gunboat *Floer* and the Italian cruiser *Elba* arrived yesterday from Shanghai; and the British transport *Hatching* departed for that port.

The sum of \$142.32 has been handed over to the Rev. J. France, Chaplain of the Missions to Seamen, being the proceeds, after paying expenses, of the concert given in the Hon. C. P. Chuder's Bungalow, Kowloon, by the St. John's Cathedral Choir on behalf of the local work of this mission.

We call attention to the sale of Japanese works of art by public auction advertised for this forenoon by Messrs. Hughes and Hough at No. 20, Des Vaux Road. There are some remarkably fine specimens and this is an opportunity that but rarely offers for connoisseurs to add to their collection.

The sunken Norwegian steamer *Skrustad* has now settled down fore and aft, leaving only the masts and the top of the funnel visible above water. Two red lights horizontal indicate the position of the wreck. The *Perlu* left yesterday morning for Manila after having the damages to her bows repaired. As already stated, the *Tai Cheong's* damages require that she be docked.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 2nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:

Lancers: "The Gaiety"..... Godfrey Vaine.
"The Officers"..... Coots.
"The Bohemian Girl"..... Felix.
Gavotte: "La Reine"..... Melville.
Dance: "Dodo"..... Buck.
Selection: "Reminiscences of Toots"..... Pougher.
"God Save the King."

The Brothers at St. Joseph's College in Robinson Road are making an appeal for the first time, as they point out, for funds in connection with an extension of the main building of the College and an enlargement of the Chinese Department, the estimated cost being over \$15,000. Brother Joseph, the Director of St. Xavier's at Penang, for the establishment of which he worked so hard, is now in Hongkong mainly for reasons of health, but also in connection with the extension of St. Joseph's College here.

The Marquard concert which takes place on Wednesday next promises to be quite a musical event. The public is already looking largely. Mrs. Marquard has secured the assistance of Mrs. Anderson (soprano), a new arrival in Hongkong, who has been trained in Paris, chiefly under Madame Marchesi, and has sung in London and New York with remarkable success. Madame Marquard will play as one of her numbers her own Fantasia on "The Last Rose of Summer," besides masterpieces of Parish-Alvars and Zabel. Mrs. Mudie will also appear in Gounod's "Ave Maria" with harp and violin obligato, which is specially adapted for this arrangement. It goes without saying that the programme will be of a varied character and that every taste will be gratified.

The Duo d'Orleans intends to pay a visit to England shortly. It will be remembered that the late Queen Victoria a very brief time before her death wrote a letter to the Duc, assuring him that the misunderstanding between him and the British Royal Family was at an end. The *Times* says:—"It may therefore be hoped that the Duke of Orleans and his family will be received in England with the consideration which has always been extended to members of his House." The logic of this is not obvious. This most foolish of pretenders by his conduct proved himself totally lacking in the instincts of a gentleman, and though the Queen whom he insulted might forgive him her late subjects cannot be expected to do the same. It is hard to see how the Duc can be a welcome visitor either at Court or in England generally.

The N.C. Daily News says:—"A Canton despatch to native officials at Shanghai states that Viceroy Tao Mu of that city has received a French decoration from the French Consul, with a request to transmit it to the prefect of Lienchou, Kwangtung province, Li Chih-hsiang, who was instrumental in saving the lives of the refugees B.C. priests last year who had fled from Yungchow. Bishops in Hunan and had come for refuge in disguise to Lienchou. Here, however, the mob was just as hostile, and the priests would have been murdered had it not been for the said prefect, who came to their rescue, took them to live in his yamen and subsequently sent them under an escort to the seaport in safety. This humane and kind treatment by the prefect Li Chih-hsiang was reported to the French authorities at home, with the result that a decoration has been sent to that official as recognition of his services."

The third-class Italian cruiser *Lombardia*, of 2,380 tons displacement, is on her way up from the South to China to join the Italian squadron on this station. The *Lombardia* is a 17-knot vessel, and carries 10 guns.

A telegram to the *Ostasiatische Lloyd* from Berlin says:—"The greatest indignation prevails in Germany in regard to a speech made by Mr. Chamberlain, wherein he compared the campaign in South Africa with those of other countries, especially with that of Germany in 1870-71. The German Press exhorts England not to allow certain persons to use language which must carry Germany into the channels of an anti-British policy."

The Katsura Cabinet, it rumours from Japan are correct, is likely to prove even shorter duration than the Ito Cabinet, the Premier having taken to heart the failure in the negotiations for the sale of bonds in America, and being, in consequence, resolved to resign. He proposes, it is said, to instal Marquis Yamagata in the premiership, while he himself will succeed Marquis Oyama in the directorship of the General Army Staff Department.

Sir Edmund Barrow, who was Chief of the Staff to Sir Alfred Gaselee in China and has been home on leave for the last few weeks, left England in the third week of October for India to take up his appointment as secretary to the Government in the Military Works Department, for which position he was nominated some time ago when Maj.-General Maitland's term expired. Sir Edmund will have the rank of major-general while holding the appointment.

The Naval & Military Rewards:—Surprise is expressed at the War Office giving German firms large orders for field-guns whilst business is slack at the great private armament establishments in this country. It is just possible that the orders recently sent abroad are only part of a contract entered into with German firms when English firms were unhandicapped with work at the outbreak of the war, and if so our contractors are to be doubly sympathised with. It is not agreeable to have British armament made abroad, and the sooner the War Office give the work to home firms the country at large will be the better pleased.

According to a New York telegram the great American tobacco trust, the Consolidated Tobacco Co., has against it the Imperial Manufacturing Company of Great Britain and Ireland, with a capital of \$75,000,000, attacking its European trade, and the Imperial Tobacco Company, with a capital of \$10,000,000, and its allied companies attacking its domestic and colonial trade. The alliance between the Imperial and Universal companies with the corporation included, would constitute very formidable opposition to the Consolidated Tobacco Company, which has apparently heretofore enjoyed a complete monopoly.

The Berliner *Neueste Nachrichten*, commenting on Count von Blower's policy, says:—"In China the army and the navy earned respect; but apart from their achievements, the Yangtze convention has every claim to be contemplated with great satisfaction by the nation. The day will come when the Yangtze convention will be regarded as more than an eminent diplomatic success. Its historical significance is the more remarkable in that it secures for Germany's commerce and industry, and consequently for her political influence in those regions, a place in the sun on a footing of equality with England. The German garrison at Shanghai is a permanent symbol of this achievement, and although at present there are only a few people who realise how greatly that convention has multiplied and strengthened the interests which connect Germany with East Asia, this fact will one day be recognised by the whole nation."

A home paper writes last month:—"The few important matches that have already been played make it quite clear that Rugby football is slowly ceasing to be a popular game in England. The Association game, which was developed out of the rude game played by Tom Brown, has steadily brought football nearer to its stricter verbal meaning. The new Rugby game, as played by the banned professionals of the North, is much looser, and gives much more scope for "foot work," than the regular "Hagger"; but the fact that the game has been out in two has taken away a good deal of the zest. More than one school has decided lately to play the Association game, at least one term in the year, and this dispersion of interest has now made a very palpable difference in the quality of the play. In Scotland, Wales, and Ireland this is not so; and it is therefore becoming a serious question to English players of the game if they will ever again prove adequate competitors for the International Cup."

As a sample of the language used by the Southern Press in the United States over the entertainment by President Roosevelt of Mr. Booker T. Washington, the following comment from the *Memphis Scimitar* may be taken:—"The most damnable outrage which has ever been perpetrated by any citizen of the United States was committed by the President when he invited a nigger to dine with him at White House. It would not be worth more than a passing notice if Theodore Roosevelt had sat down to dinner in his own home with a Pullman palace-car porter, but Roosevelt the individual and Roosevelt the President are not to be viewed in the same light."

The *Memphis Commercial Appeal* says:—"President Roosevelt has committed a blunder worse than a crime. No statement or future act can remove this self-imposed stigma." Mr. Washington, it may be noted, has done more to better the conditions of his race than any other living man. He is the head of the splendid educational institution for negroes at Tuskegee, Alabama, founded by himself.

The Saigon *Opinion* vigorously criticises the Messageries Maritimes Company, and says that correspondence is impossible owing to the long delays of its mail steamers.

It was announced in London last month that the publication of the *Anglo-Saxon Review*, edited by Mrs. George Cornwallis-West (Lady Randolph Churchill), would cease with the current issue. The guinea quarterly was evidently too much of a luxury.

In an article on "The New British Battleships in comparison with the German," the *Cologne Gazette* notes that the British Admiralty has built ships with a displacement of 15,000 tons, and is about to construct a new type with 18,000 tons displacement. The Rhenish organ discusses the question whether Germany should imitate this type of monster ironclad, which is undoubtedly more formidable than its predecessors by reason of its heavier armament. The answer is found in the necessity under which Germany labours of, having to build ships with dimensions and draught to permit them to enter the harbours of Wilhelmshaven and Kiel, and above all to pass through the locks of the Baltic Canal. Germany, therefore, cannot go beyond 13,000 tons displacement. She is compelled to try to make up for inferiority in one respect by excellence in another—in fact, by superior efficiency. Consolation is sought in the belief that the limits in point of displacement which necessity imposes are really a blessing in disguise. Germany is thus "compelled to build ships of one type and of one strength. For many reasons there are grounds for assuming that a squadron composed of such ships would be superior in battle to a fleet consisting of vessels of different types, even if such a fleet contained some ironclad monsters of far greater strength than any of ours. Another consideration is that these enormous vessels could not be formidable opponents everywhere, assuming that our soundings for the North Sea and the Baltic are correct. The ability of such vast ships to manoeuvre would be limited in those waters."

Reuter's correspondent at Maho, Seychelles, writes under date 16th September as follows:—"It is now more than a year since Prempeh, late King of Ashanti, arrived in Seychelles, and readers of Major-General Baden-Powell's book on the downfall of that potentate would find it hard to recognise the truculent personage there depicted in the sleek and oily negro, clad in immaculate European clothes, sitting in a front pew of the English Church in Victoria. The Ashanti political prisoners are quartered in a comfortable house called "Le Rocher," about two miles south of Victoria, the capital of Maho. The main house is occupied by Prempeh, the Queen-Mother, and the former's wives and children, who are somewhat numerous. Asibi, King of Koko-Fu, is quartered in a hut close by, and the remaining chiefs have comfortable huts dotted about the grounds. The Ashantis have since their arrival given little or no trouble to the civil authorities. One or two of them have, at their own request, been allowed to engage themselves as servants, but for the most part they prefer to do absolutely nothing, and are content to live on their allowance, which is ample for all their requirements. Lately, however, it appears that Prempeh, the Queen-Mother, and Asibi have thought it desirable that their allowances should be supplemented by fixing the other chiefs. They accordingly held a small Court at Le Rocher, and proceeded to fine the chiefs, for more or less imaginary offences, bottles of rum in lieu of a money payment. They would then adjourn the Court and proceed to get intoxicated on the proceeds of the fine. The sittings of this Court were not destined to last very long, as Prempeh was informed by order of the Administrator that a repetition of the occurrences would lead to his allowance being stopped and to his being removed to another island without his servants and followers. The warning had a salutary effect, and Le Rocher is once more in peace."

A special to the *Chicago Times-Herald* from Washington last month says:—"Two hundred million dollars is to be the cost of the Nicaragua canal, according to estimates carried in the report which the Isthmian Canal Commission, of which Rear-Admiral Walker is president, will soon place in the hands of President Roosevelt. While the Commission believes that in practice the actual cost of the work can be made to approximate these official estimates, the members of the Commission are not willing to stake their reputation as engineers upon the assertion. They will point out that the estimates have been made with great care, after thorough surveys and borings, and with liberal estimates for contingencies; but they also call attention to the fact that no work of this magnitude has ever been completed in tropical countries, and that, therefore, no basis exists for accurate comparisons. Some surprise will be felt throughout the world when it becomes known that the Commission places its estimate of the cost as high as \$200,000,000. Every new estimate for the Nicaragua canal carries larger figures than its immediate predecessor. Minorca, engineer of the old Maritime Canal Company, thought the Nicaragua route could be finished for \$80,000,000 or \$70,000,000. In its preliminary report of two years ago the present Commission made an estimate of \$118,000,000, though Colonel Halse of the Army added on his own account a statement of probable cost at \$135,000,000. Now the Commission raises the figures to about \$200,000,000. But there is ample explanation of this great increase. The Commission now reports in favour of the canal having a depth throughout of thirty-five feet, instead of thirty feet, as in its project of two years ago. The Commission is prepared to report that the Panama canal can be completed at a cost of about \$144,000,000. It is not willing to concede the correctness of the claims made by the French company that this channel can be finished for \$100,000,000."

As a sample of the language used by the Southern Press in the United States over the entertainment by President Roosevelt of Mr. Booker T. Washington, the following comment from the *Memphis Scimitar* may be taken:—"The most damnable outrage which has ever been perpetrated by any citizen of the United States was committed by the President when he invited a nigger to dine with him at White House. It would not be worth more than a passing notice if Theodore Roosevelt had sat down to dinner in his own home with a Pullman palace-car porter, but Roosevelt the individual and Roosevelt the President are not to be viewed in the same light."

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TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GREAT STEAMER FIRE AT CANTON.

CANTON, 22nd November, 3.55 p.m.

S.S. "FUSHUN" COMPLETELY GUTTED—SUSPECTED LOSS OF LIFE.

A fire broke out on the China Merchants' Steam Navigation Co.'s steamer *Fushun* (Capt. W. H. Hunt) at 1.30 a.m. to-day. The vessel was completely gutted. The officers are safe, but one fireman and several passengers (Chinese) are supposed to have lost their lives. The cargo was lost. The *Fushun* is still burning.

[A representative of this paper had an interview with one of the officers of the steamer *Hankow* on her arrival from Canton yesterday afternoon, but gleaned nothing in addition to the information contained in the telegram from our correspondent, beyond that all on board were believed to have got ashore in safety. The fire, it is said, originated in a cabin near the captain's room, and was caused by the upsetting of an opium lamp. As the *Fushun* was electrically lighted throughout, rendering unnecessary the use of exposed lights for the purpose of the ship, this explanation of the fire may reasonably be regarded as a tolerably correct one. That it was caused through the carelessness of one of the Chinese passengers is looked upon as morally certain. The steamer was lying at her quay at the time, and as the fire did not start until half-past one, the captain and officers were asleep in their cabins. There were also on board about twenty Chinese passengers. The flames spread with such bewildering rapidity that when the ship's officers rushed from their cabins it was to find the fire utterly beyond their control. The passengers and crew were immediately summoned—such of them, at least, as had not gathered on deck on the first alarm—and, with the captain and officers, who recognised their utter helplessness to save the ship, got into a boat hastily lowered and pulled ashore. Everyone was believed to have left the burning vessel, which at two o'clock, half-an-hour after the outbreak, was in flames from end to end, the glare lighting up the harbour for a great distance in every direction. The boats in the docks were quickly destroyed, and the mast commenced to yield, eventually taking a bend that left it hanging over the ship. Boats from H.M.S. *Firebrand*, filled with ready blue-jackets, rushed over to the burning vessel, and were augmented by one or two sent out by the Customs authorities, who despatched a manual engine to the scene. Nothing could be done, however, to stay the progress of the fire, and by five o'clock the decks fell in, leaving the vessel a mere hollow shell, with sides glowing with a red-heat that made approach to within effective working distance an impossibility. The fire had simply to be allowed to burn itself out. The vessel was loading cargo, and there was also on board a part of her import cargo. All this has been lost, the rapid spread of the fire preventing any attempt to save anything.

The *Fushun* was commanded by Captain Hunt, one of the oldest skippers in the China Merchants' service. She was built in 1883 in the yard at Glasgow of Messrs. W. B. Thomson, and had a gross tonnage of 2,364 tons. Her measurements were:—Length, 280 feet; breadth, 40 feet; and depth, 17 feet 9 inches. The engines were triple expansion.]

GENERAL NEWS.

LONDON, 22nd November, 9.30 a.m.

GERMAN FEELING TOWARD ENGLAND.

The semi-official *North German Gazette*, referring to Mr. Chamberlain's speech, says that justifiable expressions of resentment against the unpatriotic expressions of a single Minister should not extend to the British Government and people generally.

MONEY MARKET.

Consols are at 291 11/16. The rate of interest for weekly advances on the loan market varies between 3½ and 3¾ per cent. Japanese New Loans stand at 275 10s. Bank rate is unchanged.

REUTER'S SERVICE.

LONDON, 20th November.

SIR H. CAMPBELL-BANNERMAN AND THE WAR.

Sir Henry Campbell-Bannerman, speaking at Plymouth, said that he deplored the peril facing the country in South Africa, and of its being overcome so long as Mr. Chamberlain and Lord Milner retained their present offices.

LONDON, 20th November.

PARLIAMENT'S REOPENING.

The re-assembling of Parliament has been definitely fixed for the 16th January next.

SOUTH AFRICA.

Kitchener's Scouts have killed six Boers and captured fifty-four including two Field Cornets. THE COLOMBIAN INSURRECTION. The Colombian insurgents have captured Colon. One hundred American blue-jackets occupied the railway station.

NEW ADVERTISEMENTS

SHOW OF CHRYSANTHEMUMS.

MR. DORABJEE NOWROJEE begs to intimate to his Friends and the general Public that his Fine Collection of CHRYSANTHEMUMS will be on SHOW in the Gardens at Kowloon Hotel, for ONE WEEK, commencing on MONDAY, the 25th instant.

Entrance by Elevator and Chatter Roads.

Hongkong, 23rd November, 1901. [2981]

HONGKONG RIFLE ASSOCIATION.

THERE will be a SPOON COMPETITION on above TO-DAY (SATURDAY), the 23rd November, 1901, commencing at 2.45 p.m. Ranges—300, 500 and 600 yards. Seven Shots and a Sinker at each Range.

ALEX. MACKENZIE, Hon. Secretary.

Hongkong, 23rd November, 1901. [2981]

NOTICE TO MARINERS.

HONGKONG HARBOUR.

THE Norwegian s.s. "SKRAMSTAD" has now settled down fore and aft, and only her masts, funnel, &c., are visible above water.

The lights already notified as marking her position will continue to be displayed.

R. MURRAY GUMSEY, R. Com. R.N. Harbour Master, &c.

Harbour Department, Hongkong, 22nd November, 1901. [2983]



THE EMPIRE COMEDY CO.

ENTHUSIASTIC RECEPTION!

EVERY ITEM ENCORED!

Pronounced by all to be the

BEST ORGANISATION

ever brought to Hongkong.

Our QUARTETTE Admired by All.

Our COMEDIANS Genuinely Funny.

Our LADIES the Acme of Perfection.

EVERY ONE DELIGHTED.

A BRIGHT, SPARKLING

ENTERTAINMENT.

NEW, NOVEL, AND REFINED.

FULL ORCHESTRA OF THE BAND

from

M.M.S. "OCEAN."

PROGRAMME REPEATED TO-NIGHT.

BOOK EARLY TO AVOID

DISAPPOINTMENT.

PLAN AT THE ROBINSON PIANO

COMPANY, LIMITED.

PRICES AS USUAL.

CURTAIN RISES PROMPT AT 8.30.

Hongkong, 23rd November, 1901. [2969]

THE HONGKONG WEEKLY PRESS is

now ready and contains:

Germany, Great Britain, and Russia.

The Cleansing of Hongkong.

England's Policy.

Exclusion at Vladivostok.

The Yunnan Railway.

The New Chinese Traffic.

The Late President McKinley.

Hongkong Sanitary Board.

The New Tung Wa Hospital.

Cricketer Week Festivities.

Triple Collision in the Harbour.

Disastrous Fire in Des Vaux Road.

Strange Death at the Hongkong Hotel.

Madame Freed's Concert.

Presentation to Mr. T. Maitland.

Additional Honours for Li Hung-chang.

Macao.

Canton.

Swatow.

Constabulary in the Philippines.

Northern Notes.

Correspondence.

The Dairy Farm Co., Ltd.

Vanchai Warehouse and Storage Co., Ltd.

Hongkong Steam Water-boat Co., Ltd.

Supreme Court.

Interport Cricket Week.

Interport Golf.

Interport Lawn-tennis.

Interport Billiards.

Interport Swimming Match.

Cricket.

Football.

Victoria Regatta Programme.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance, postage, \$2.

Extra copies 50 cents each (cash).

Copies can be posted from the Office to addresses, including postage, 34 cents each, or \$1 for three copies (cash).

Hongkong, 22nd November, 1901.

NEW ADVERTISEMENTS

TO LET.

HOUSES at CAUSEWAY BAY facing the Pole Ground.

A HOUSE IN RIFON TERRACE.

"THE RETREAT" MOUNT KELLET.

Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 23rd November, 1901. [2966]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above port TO-DAY, the 23rd inst., at 3 p.m.

For Freight or Passage, apply to—

DOUGLAS LAFFRAK & CO., General Managers.

Hongkong, 22nd November, 1901. [2977]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

VICTORIA (B.C.), SEATTLE AND TACOMA (WASH).

Calling at SHANGHAI, NAGASAKI, KORE and YOKOHAMA.

THE Steamship

"PING SUEY."

4,150 Tons. Commander E. Warrall, will be despatched on the 25th instant, at Noon.

For Rates of Freight and Further Particulars, apply to—

DODWELL & CO., LTD., Agents.

Hongkong, 23rd November, 1901. [2980]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KONIG ALBERT."

OF THE NORDEUTSCHER LLOYD.

Captain C. Polack, due here with the outward German Mail about the 25th instant, will leave for the above places about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to—

MELCHERS & CO., Agents.

Hongkong, 23rd November, 1901. [2979]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched on above on THURSDAY, the 13th December, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamer of the China Navigation Company and vice versa.

For Freight or Passage, apply to—

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901. [2979]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"PING SUEY."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 23rd inst.

DODWELL & CO., LTD., Agents.

Hongkong, 22nd November, 1901. [2982]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"IXION"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 25th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 3rd December.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 22nd November, 1901. [2975]

FOR SALE.

THE Steam-launch "TUNG PAT" Built under Foreign Superintendence. Thoroughly Overhauled by Messrs. W. S. Bailey & Co., Engineers, and Certified to be in first-class Order and Condition. The Launch is fitted in European Style, suitable for towing purposes and for harbour use.

Length 43 feet, Beam 11 feet 6 inches, Depth 6 feet 3 inches in centre.

For further particulars, apply to—

LAUTS, WEGENER & CO.

Hongkong, 15th October, 1901. [2819]

ENTERTAINMENT

THE MUSICAL EVENT OF THE SEASON.

ONE GRAND CONCERT.

ST. GEORGE'S HALL.

WEDNESDAY, NOVEMBER 27TH, 1901.

Under the distinguished Patronage and Presence of His Excellency Sir H. A. BLAKE, G.C.M.G.

HERE JOHAN MARQUARDT, VIOLINIST.

MADAME BREITSCHUCK-MARQUARDT, THE CELEBRATED HARPIST.

PRICES 3s and 2s.

Seats may be Booked at THE ROBINSON PIANO COMPANY, LTD.

Hongkong, 22nd November, 1901. [2971]

AUCTIONS

PUBLIC AUCTION.

CURIOS! CURIOS! CURIOS!

THE Undersigned have received instructions to sell by Public Auction

FOR ACCOUNT OF THE CONCERNED, TO-DAY (SATURDAY),

the 23rd NOVEMBER INSTANT, at 11 A.M., in the Rooms on the Second Floor above their SALES ROOMS, No. 23, Des Vaux Road,

A CHOICE COLLECTION OF JAPANESE WORKS OF ART.

Comprising—

IVORY CARVINGS, OLD IVORY and WOOD NETSUKES, GOLD LAQUERS, OLD and NEW BRONZES, HANDSOME INLAID PANELS and SCREENS, SILVER and COPPER CLOISONNE WARES, ANCIENT and MODERN SATSUMA, and JARAI CERAMICS including—

A FAMOUS OLD DAIKIO'S BUREAU with CREST, a CARVED PANEL and an INLAID SCREEN of WONDERFUL WORKMANSHIP, &c., &c., &c.

Open for Inspection in the Rooms above-mentioned from to-day.

Catalogues will be issued on THURSDAY, the 21st instant.

The sale of this collection offers an opportunity to secure specimens of Japanese Art becoming rarer every day.

N.B.—There will be an adjournment for Tiffin after Lot 150, and the Auction will be resumed at 2.15 P.M., commencing with Lot 151.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 18th November, 1901. [2984]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

TO-DAY (SATURDAY),

the 23rd NOVEMBER, 1901, at 2.30 P.M., at the Residence of the late Mr. B. A. BRANNE, Ermine, Bangalore, Praya, Kowloon, near the Observatory,

SUNDRY HOUSEHOLD FURNITURE, &c.,

PLANTS IN POTS, GARDEN SEATS and TOOLS;

3 MOWING MACHINES;

1 FIREBRICKS, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 21st November, 1901. [2967]

NOTICE.

NOTICE IS HEREBY GIVEN that at the request of the Chinese Authorities the s.s. "HUNG FEI" with all her belongings as she now lies in Canton Harbour will be sold at PUBLIC AUCTION at 11 A.M. on FRIDAY, the 29th inst., at the Customs House, Canton.

Her dimensions are:—

Length 95 ft.

Breadth 15 ft. 5 in.

Depth 7 ft.

Tonnage 55.83 tons.

The Steamer may be inspected any time on application, and will be at purchaser's risk from the fall of the hammer.

TERMS:—Cash.

F. A. MORGAN, Commissioner of Customs.

Custom House, Canton, 18th November, 1901. [2953]

PUBLIC AUCTION.

MESSES HUGHES & HOUGH have received instructions to sell by Public Auction in Two separate Lots, on FRIDAY,

the 25th day of NOVEMBER, 1901, at 3 P.M., at their SALES ROOMS, No. 20, Des Vaux Road,

THE FOLLOWING VALUABLE LEASEHOLD PROPERTY, Situate in Queen's Road Central, Victoria, Hongkong, viz:—

Lot 1. All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A OF INLAND LOT No. 161, together with the messuage erection and building thereon erected and known as No. 136, Queen's Road Central. Area 1,205 3/100 square feet. Term 999 years. Annual Crown Rent \$18.41.

Lot 2. All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION B OF INLAND LOT No. 161, together with the Messuage Erection and building thereon erected and known as No. 138, Queen's Road Central. Area 1,014 5/100 square feet. Term 999 years. Annual Crown Rent \$18.41.

For further particulars and conditions of sale, apply to—

JOHNSON, STOKES & MASTER, 12, Queen's Road Central, Solicitors for the Vendor.

THE AUCTIONEERS.

Hongkong, 22nd November, 1901. [2975]

A. ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographs Enlargements.

8A, TOP FLOOR, QUEEN'S ROAD CENTRAL.

Opposite to Chas. J. Gump & Co.

Hongkong, 20th March, 1901. [2975]

TO LET

TO LET

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATTHEW STREET.

Apply to—

CARLOWITZ & CO., Sales Office.

Hongkong, 10th September, 1901. [2902]

TO BE LET.

Immediate Possession.

No. 8, ROBINSON ROAD.

Apply to—

H. L. NORONHA, Executor of the Estate of the late D. NORONHA.

Hongkong, 14th October, 1901. [2965]

TO LET.

6 SEMI-EUROPEAN HOUSES, Nos. 20 to 25, Po Hing Fong.

Apply to—

CHAU CHEUK PAN, No. 8, Queen's Road West.

Hongkong, 16th October, 1901. [2942]

TO LET SHORTLY.

HOUSES (now in course of erection and nearing completion) in a first-class business locality, DES VUEX ROAD CENTRAL, next to 3 Blocks Furnish Store.

Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.

Apply to—

J. S. LEE & CO., Care of WING CHEONG TAI, 240, Des Vaux Road West.

Hongkong, 8th November, 1901. [2922]

TO LET.

A NEWLY ERECTED HOUSE at the East of Race-course.

Apply to—

NG YUEN HING, No. 9, Queen's Street, West Point.

Hongkong, 30th September, 1901. [2961]

TO LET.

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & Co., now nearing Completion. Suitable for Offices.

Apply to—

WING CHEONG, Nos. 1 & 3, D'Agular Street.

Hongkong, 8th October, 1901. [2952]

TO RENT—ON THE PEAK.

A NICELY FURNISHED ROOM with Bath and Board in Private Family. Close to Tram Station. Splendid View, and Very Healthy. First-class Table.

Address—

PEAK, Care of Daily Press Office.

PUBLIC COMPANIES

THE HONGKONG STEAM WATER
BOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY YEARLY
MEETING of SHAREHOLDERS in
the above Company will be held at the COM-
PANY'S OFFICE, No. 20, Des Vaux Road,
on MONDAY, the 25th day of November, at
Nine, for the purpose of presenting the Report
and Statement of Accounts to the 30th of
September, 1901.

The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 25th
November, both days inclusive.

J. W. KDW, Manager. [2911]

HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that
Scrip Certificate No. 3715 issued on the
11th day of March, 1900, for two (2) Shares
numbered 4491 to 4492 in the above Company,
standing in the name of Mr. DONALD
FRASER of Yokohama (now deceased), has
been LOST, and should the same not be pro-
duced before the 2nd December next, a new
Scrip Certificate will be issued to the Executors
of the said DONALD FRASER, deceased, and
no transaction taking place under the said Scrip
Certificate No. 3715 will be recognised by the
Company.

JARDINE, MATHESON & CO.
General Managers,
Hongkong Fire Insurance Company, Ltd.
Hongkong, 18th November, 1901. [2946]

HONGKONG COTTON SPINNING,
WEAVING & DYING COM-
PANY, LIMITED.

THE SHARE CERTIFICATE No. 71 for
15 shares numbered 1008 to 1022 inclusive
standing in the Register in the name of
ROBERT AGNEW ANDERSON, with re-
lative transfer deed signed by him, having been
LOST, notice is hereby given that unless the
said Certificate be produced at the Office of the
Company, Paddocks Street, Victoria, Hong-
kong, on or before the 7th day of December,
1901, a new Certificate will be issued in favour
of ALFRED SEAW, the purchaser of said
shares, and the Old Certificate will thereafter
be held by the Company as null and void.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong, 7th November, 1901. [2944]

HUMPHREYS ESTATE AND FINANCE
COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 71 for
3758 for Fifty Shares, numbered 63,761
to 63,800 inclusive, standing in the Register in
the name of HUGH CAMERON GIBSON,
of Shanghai, having been LOST, NOTICE
IS HEREBY GIVEN that unless the said
Certificate be produced at the Office of the
Company, 38 and 40, Queen's Road Central,
Victoria, Hongkong, on or before the 15th day
of December, 1901, a new Certificate for the
said Shares will be issued, and the old Certi-
ficate will thereafter be held by the Company as
null and void.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 16th November, 1901. [2929]

RUINANT PERE & FILS, REIMS

Established 1718.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [1271]

SI ENTING

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 23rd September, 1891. [2405]

INSURANCES

NORTH BRITISH AND MERCANTILE
FIRE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1900,
£14,732,681.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FINE FUNDS... 2,833,716 14 4

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SHEWAN, TOMES & CO.,
Agents. [1641]

Hongkong, 3rd July, 1901.

SUN INSURANCE OFFICE, LONDON

FOUNDED 1719.

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents. [30]

Hongkong, 16th May, 1892.

"L'URRAINE"

FIRE INSURANCE COMPANY, LD.
(Established 1833.)

The Undersigned, having been appointed
GENERAL AGENTS for the above
Company, are prepared to ACCEPT RISKS
at current rates.

P. LEMAIRE & CO.,
Hongkong, 7th February, 1901. [429]

TRANSATLANTIC FIRE INSURANCE
COMPANY OF HAMBURG

The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.

SIEMSEN & CO.,
Agents. [29]

Hongkong, 16th November, 1872.

PHENIX FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPIRAK & CO.,
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [32]

SALAMANDER FIRE INSURANCE
COMPANY.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [33]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA,
INCORPORATED 1851.

CAPITAL... £240,000.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

WM. MEYERINK & CO.,
Agents. [185]

Hongkong, 18th May, 1900.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are PREPARED to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.,
Agents. [31]

Hongkong, 20th May, 1895.

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.

REUTER, BROCKELMANN & CO.,
Agents. [14]

Hongkong, 21st April, 1887.

[ALL RIGHTS RESERVED.]

THE BROWN CHRIST.

A. J. DAWSON

(Author of "Mere Sentiment" - "Bismillah"
"God's Foundling," &c.).

(Continued.)

Little Jimmy had but one thought or desire
now. Or, at most, he had but two. He wanted
to convey the good news to Ike Martin, to re-
assure his father of the fact that this beautiful,
loving Christ really loved him, drunk as he
was, and was waiting somewhere,
now, that very afternoon, to help him, and to
make friends with him. Little Jimmy wanted
to do this, and then he wanted to go himself
and sit down somewhere as near as possible to
the beautiful, brown Christ's feet. That was
how he thought of it all, as he hurried along
the sloping street towards the cellar where Ike
Martin sat drinking with his wife—Jimmy's
mother—while the evening generally de-
veloped a mania for fondness for her lord.

"Don't go in there, fat old," said a kindly-
disposed, druggist-skirted mother, aged seven-
teen, as little Jimmy brushed past her on his
way down to the front cellar.

"Wot for?" queried the child.

"Wot for? 'Cos you'll get wot for—that's
why. Ike's been boozing this hour an' more
with the old woman."

"That don't matter, Ma'am," said Jimmy,
reassuringly. "I've got some news for 'em."

"Eh? Wot's up now—oh?"

But little Jimmy had no time to spare for
gossip just then. He was the bearer of impor-
tant intelligence.

"Father," he said, as he stepped into the
cloudy warren of the cellar where Mr. and
Mrs. Ike Martin sat over their liquor, "Father,
I've come to."

"Steady, me if it ain't this—boy," growled
Ike, reaching for the butt which he had found
before retreating down to the business of the eve-
ning. "Got yer hold 'ar 'im, old woman. Grab
'im—blast 'im. Take 'is—coat off, old
woman. I ain't looked in yet for 'is—is
impudence this mornin'—'im! I'll teach 'im.
'Old 'im down. I'm—'im again ter give 'im—
'ell, that's wot I'm goin' ter give 'im."

Ike Martin's lips dripped gin, and the foul
saliva of the human beast; that thing for lower
than what is lowest in the brute creation. His
bleared little eyes twinkled lust of cruelty. He
did not want to smash little Jimmy. He was
too much himself, and not nearly drunk enough
for that. What he wanted; this heavy-jawed
wretch, with his belt, was something too dis-
cussed, too horrible to be written of. It is better
not to think of it. There are not many such men;
and that is something for which true men and
women should thank the God of their faith.

Half hysterically, little Jimmy began to
laugh at the love of his big-eyed Christ for
the beast human, whose nerveless, coarse hand
was clutching at the child's neck. "The other
hand began to swing the belt.

"Father! Father! He loves you—Christ
loves you, even when you're drunk," screamed
the child.

A gurgling laugh oozed out between Ike
Martin's dripping lips, as he raised the belt
again.

"Y'ear 'im, old woman? D—'im 'is
swarin' at 'is own father—'young swine."

"Two hours later, little Jimmy crawled out of
an empty green-grocer's van in McCormack's
stable-yard. He had lain there, a little, col-
lapsed, and sobbing bundle of human pain
and childish misery, ever since his mother—with
feminine dread of murder and its consequences
in her gin-sodden heart—had dragged him from
under Ike Martin's feet, and thrown him out
into the cellar door. Now the last of his sobe
had died away in a long, shuddering breath,
and even the pain of moving his scarred little
shoulders, faded, as he lay there.

"Oh Christ," said little Jimmy, as he crept
cowering out into the street; "you must've
forgotten me, for a minute. But you remember
now, don't yer, Christ? 'Cos I'm goin' to find
you, now. Yes, that's what I'll do. I'll find
'im," muttered the child, pausing under a lamp,
and drawing his tattered coat more closely
round him. His mother had thrown this after
him, thereby suggesting, perhaps, a rather nice
point in the analysis of human degradation.
"I'll go right away, an' look for Christ," con-
tinued Jimmy. "I'll teach 'im 'e was livin'
still, an' always 'ad 'is eye on me."

Little Jimmy had no particular destination
in his mind, beyond the place, wherever that
might be, where the Christ of his picture could
be found. The child wandered on, mile after
mile in a westerly direction, and once took
temporary refuge in a sheltered doorway, in one
of the squares. This was at about ten o'clock.
When Jimmy had crouched for some few
minutes in the doorway, a lady, dressed with
heavy finery, alighted from a brougham and
swept, rustling, up the steps on which Jimmy
sat.

The child tried to escape observation, but the
lady had sharp eyes, and a hard, sharp voice.
She spoke, with matronly acidity, of the police.
She made Jimmy understand that he ought to
be thoroughly ashamed of himself.

"I'm a lookin' for Christ, mum," began the
child.

"Go away, you wicked, blasphemous little boy
John, look out for a policeman as you drive
round to the stable. Go away—bad little boy."

So little Jimmy ran cowering along by the
area railings of the big houses, and the lady's
coachman, half-laughingly, made a cut with his
whip at Jimmy's sparsely covered legs.

"I don't reckon Christ lives about 'ere,"
muttered the child to himself. And he wan-
dered on and on, in the raw foggy night, till
Big Ben startled him by ringing in Christmas
day, from its great metal throat, just over
Jimmy's head. Jimmy crossed Westminster
Bridge, and wandered down between the river
and St. Thomas's Hospital. There he fell
asleep, in the first hour of Christmas Day.

Just before two o'clock a girl, wrapped in a
long, dark cloak, and clutching in one hand a
crumpled letter, flitted down from the road
above, to the parapet on the embankment,
where she stood for a minute, staring into the
black, cold-running river. Then she turned,
and walked on a little way, muttering, half
coherently, to herself.

"Would God it was morning! and in the morning—and every
day the same; and all shame. Oh, the horrible
shame of the waking up, and—and the lying
down! 'Cos, God! Seeing it's me—you know I
can't help it. He shouldn't have left me. Oh,
God, what am I saying? I can't keep on—I
can't, I can't. You must forgive me, God, for
killing myself is better than—better than—"

And here the girl stumbled over little Jimmy,
who opened his eyes drowsily and murmured,
"E loves you too, Christ does; E loves—"
Little Jimmy's eyes closed again, for he was very
weary, and did not feel the raw chill of the
morning. He was dreaming of his brown-
faced, brow-clothed Christ, with arms that
embraced, and heart that loved all the sufferers
of the universe; a universe which Jimmy
judged by the standards of Hyacinth Court.

"Poor little mite!" murmured the girl, look-
ing down at the sleeping child, the woman in

her making her straightway to forget herself
and her troubles. "Poor little mite," she
repeated, cooing the words of the worst teacher
in the Hyacinth Court Mission Room. "Christ
loves me, does He? He must love you, child,
anyhow; and—yes, He did love someone like
me, once, a long time ago. Poor little chap!
I wonder why, Christ loving you, you're here
to-night; and I—oh, I wonder—"

Then the girl, all a woman now, knelt down
on the wet pavement, and raised little Jimmy's
sleeping head upon her lap. A gleam of pale
coloured satin showed through the front of her
long cloak. The child looked very weak, and
utterly weary. The girl's face was lighted now
by broad, white womanhood, which a good deal
of paint and powder failed quite to hide. The
moon, pale and chill, but pure and kindly, rose
from out a sea-fringed bank of wintry cloud,
and glistened down on these two by the parapet,
like the great, all-seeing eye of a great all-
loving Deity.

The girl, gazing at the child's pinched
sweaty face, was thinking of the words which
had risen to her lips when she had waked him.
And as she thought, her blue eyes grew moist
with the tender sadness of all they saw. For
the child's words had made the girl woman look
back across all her young life; past where the
larid light had fallen athwart it, like a blight,
to where a open-hearted laughing girl had
gathered flowers in a sun-flecked meadow, where
sweet-bell-thrilled larks loved over knee-deep green
as though in winter at her gaily—her's and
her boy's sweet heart.

The moon gleamed down kindly over the
river to where the girl knelt beside little Jimmy.
A great turning point for the lonely girl-woman;
and for lonely little Jimmy.

The woman rose at last, and very gently lift-
ing the sleeping child in her arms she began to
walk towards the place of her lodging.

"I will find some other way," she whispered
to herself. "There must be another way. And
I'll be mother to this child. He's like his
Christ, and he will love me."

Little Jimmy moved slightly in her arms.
He was a light burden.

"But you're not Christ—not the real Christ,"
he murmured, opening his eyes. "You're not
Brown, and—you're like the lady wot—oh? You
can't be the real Christ."

"No, no, dear. He's in heaven, and looking
down at us. I—I'm only just a poor woman
who has sinned, and sinned, like—a woman
you're Christ loved."

The child's head sunk back with a restful
sigh on the woman's breast.

"My Christ," he murmured, "I've got brown
eyes. My Christ loves—I like Martin."

[THE END.]

Next Week: "MISS PHOEBE'S SECRET,"
BY I. K. RITCHIE.

If you want your Boots
well polished, tell your
Valet or the Maid to ask
for WALTON'S BOOT
CREAMS AND VAR-
NISHES.

WALTONIAN CREAM
WHITE & BLACK
JANIE MOSCOVITE
TAN—3 SHADES.
PARISIAN DRESS-
BOOT POLISH.

Order from Stores or
Wholesale to—
JOHN WALTON
(PARIS),
MANUFACTURER,
176, SHARPSBURY AVENUE,
LONDON. [275]

N R

VICTORIA PRECEPTORY.

A REGULAR MEETING of the VIC-
TORIA PRECEPTORY will be held
at the FREEMASONS' HALL, on TUESDAY,
the 26th instant, at 8.30 P.M. precisely.
Visiting B.F. Knights are cordially invited to
attend.

Hongkong, 21st November, 1901. [2968]

GOVERNESS WANTED.

REQUIRED for a Small Child a NUR-
SELY GOVERNESS (European).
Apply to No. 2, Des Vaux Villas, Mount Kel-
let, the Peak, either by Letter or Personally.
Hongkong, 18th November, 1901. [2833]

HONGKONG CLUB.

WANTED A EUROPEAN HOUSE
STEWART.

Apply by Letter to—
O. M. D. BELL,
Acting Secretary.
Hongkong, 6th November, 1901. [2827]

WANTED.

SITUATION WANTED by a PORTU-
GUESE, as ASSISTANT to General
Office Work, with knowledge of Remington
Typewriting. State Salary given.
"SOLRAC."

Care of Office of this Paper.
Hongkong, 18th November, 1901. [2932]

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.
A.I. A.B.C. Scott's and Engineering Codes
Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length... 523 feet.
Length on Blocks... 613
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide 264

DOCK No. 2 (at MUKAIJIMA).
Extreme Length... 371 feet.
Length on Blocks... 371
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide 22

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.
Used.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.
THE COMPANY has a POWERFUL SAL-
VAGE PLANT READY at SHORT
NOTICE. [15]



Falling Hair

Prevented by Warm Shampoos of CUTICURA SOAP, fol-
lowed by light dressings of CUTICURA, purest of emollient
Skin Cures. This treatment at once stops falling hair,
clears the scalp of crusts, scales, and dandruff, soothes ir-
ritated, itching surfaces, stimulates the hair follicles, supplies
the roots with energy and nourishment, and makes the
hair grow on a clean, wholesome scalp, when all else fails.

Complete External and Internal Treatment for Every Humour,
Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales and soften the
thickened cuticle; CUTICURA OINTMENT, to instantly allay itching, irritation, and inflamma-
tion, and soothe and heal; and CUTICURA RESOLVENT, to cool and cleanse the blood. A
Sole and only medicine to cure the severest humours, when all other remedies fail.
Sold throughout the world. List Depot: T. Towne & Co., Sydney, N.S.W. So. Africa
Depot: LINDSAY LTD., Cape Town, Natal, Port Elizabeth. "All about the Skin, Scalp, and
Hair," post free. Forfeit Comp., Sole Props., Boston, U.S.A.

[52-5]

CHRISTMAS

PHOTOGRAPHIC VIEWS OF HONGKONG, CANTON, MACAO AND PEKING
Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS
Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year
Plenty chances, large gain;
Dollar come all same rain
Wishing you Happiness and Longevity
Success, Crown your Undertakings
My chin chin in Hongkong
Make you happy and strong
Everything as you wish

FOR SALE AT

MESSRS. KELLY & WALSH, LD.

MESSRS. W. BREWER & CO.

AND OTHER STORES.

MESSRS. KRUSE & CO.

MESSRS. ACHEE & CO.

[2712]

RUPTURE RELIEVED AND
OFTEN CURED BY THE USE
OF OUR

PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement
of the body, and is very effective."

British Medical Journal, May, 1885, says: "It is a very ingenious and successful truss."

Medical Times and Hospital Gazette, 1885, says: "Hodges & Co. have for years past devoted
their attention and skill to the improvement of trusses, for the treatment of various kinds of
Hernia, following the principles laid down by Professor Wood, of King's College Hospital."

Particulars—

HODGES & CO., 80, COLLEGE STREET, CHELSEA, LONDON, S.W. [2702]

GREGRECKE 19 and 20, FEATHERSTONE STREET
LONDON, E.C.

& CO. ESTABLISHED NEARLY A QUARTER OF A CENTURY.

TELEGRAPHIC ADDRESS: "GREGRECKE, LONDON."

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MANUFACTURERS OF SAUCES & DELICACIES.

WHOLESALE EXPORTERS OF

CONTINENTAL AND COLONIAL PRESERVED PROVISIONS,
AND DRIED FRUITS, VEGETABLES, &c.

(BEST QUALITY ONLY).

DEALERS IN ENGLISH, FRENCH AND ITALIAN
POULTRY, EGGS, BUTTER, AND FARM PRODUCE.

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ESSEX.

ELECTRICIANS.

ELECTRICAL AGENTS.

ELECTRICAL APPLIANCES.

DEALERS IN ELECTRICAL ACCESSORIES OF ALL DESCRIPTIONS.

ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE
MANAGERS OF OUR DIFFERENT DEPARTMENTS.

ELECTRIC LIGHT. ELECTRIC BELLS. ELECTRIC HEATING.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked & nearest Hongkong, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf &c., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	PARRAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	MACHAO	Brit. str.	2 m.	C. C. Talbot, R.N.R.	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	JAPAN	Brit. str.	2 m.		P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON	ACHILLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th December.
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th December.
LONDON	UNION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January.
LONDON	PELEUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January.
LIVERPOOL DIRECT	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th December.
LIVERPOOL DIRECT	PAIROCLUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES, &c. VIA PORTS OF CALL	RIENST SIMONS	Ger. str.	2 m.	H. Blocker	MELCHERS & CO.	On 2nd Dec. at 1 p.m.
BREMEN VIA PORTS OF CALL	BAYERN	Ger. str.	2 m.	Zacharise	HAMBURG-AMERIKA LINIE	On 27th inst. at Noon.
HAYRE & HAMBURG	MARBURG	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 30th inst.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 14th December.
HAYRE & HAMBURG	SERBIA	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 28th December.
HAYRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 6th January.
HAYRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 13th January.
HAYRE & HAMBURG	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 28th January.
HAYRE & HAMBURG	KURDISTAN	Brit. str.	2 m.		SHAW, TOMES & CO.	On 12th February.
NEW YORK VIA PORTS & SUEZ CANAL	ACARA	Brit. str.	1 m.		CANADIAN PACIFIC R. CO.	On or about 30th inst.
NEW YORK VIA SUEZ CANAL	ATHENIAN	Brit. str.	2 m.	M. Mowatt	CANADIAN PACIFIC R. CO.	On or about 17th Dec.
VANCOUVER VIA SHANGHAI &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. Pylus, R.N.R.	CANADIAN PACIFIC R. CO.	On 4th December.
VICTORIA (B.C.) SEATTLE & TACOMA	PING SUY	Brit. str.	2 m.	D. Davis	DODWELL & CO., LIMITED	On 25th inst. at Noon.
VICTORIA (B.C.) & TACOMA VIA SHANGHAI &c.	BRABMAR	Brit. str.	2 m.	W. Watt	DODWELL & CO., LIMITED	On 25th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI &c.	KAGA MARU	Brit. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 30th Dec. at 4 p.m.
SAN DIEGO, &c. VIA MOJI, &c.	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
AUSTRALIAN PORTS	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th Dec. at 4 p.m.
YOKOHAMA & KOBE	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, P.M.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 28th inst.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 23rd inst.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 3rd December.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 7th Dec.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 4th Dec. at Daylight.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 27th inst.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day, at 2 p.m.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 29th inst.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 30th inst.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst. at Noon.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 28th inst. P.M.
SHANGHAI	ION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On or about 28th inst.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMER	TO SAIL ON	REMARKS
LONDON, &c.	PARRAMATTA	Noon, 23rd	See Special Advertisement
	R. T. Cook, R.N.R.	November	
SHANGHAI	CHUSAN	About 23rd	Freight or Passage.
	C. L. Daniel	November	
KOBE	TIENSIN	About 28th	Freight only.
	W. W. Cooke, R.N.R.	November	
* SINGAPORE and PEKIN		About 28th	Freight only.
BOMBAY	F. J. Fox	November	
LONDON	JAPAN	Noon, 30th	Freight only.
	C. C. Talbot, R.N.R.	November	
SHANGHAI	JAVA	About 7th	Freight or Passage.
	G. W. Gordon, R.N.R.	December	

PASSENGER SEASON 1902.

For MARSEILLES, PLYMOUTH, ORIENTAL, 5,234 Tons, 29th March.

and LONDON DIRECT, MALTA, 6,064 Tons, 12th April.

WITHOUT TRANSHIPMENT.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th November, 1901.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGA MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd December, at 4 P.M.
J. W. Ekstrand	U.S.A. via SHANGHAI, MOJI, KOBE & YOKOHAMA	

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd October, 1901.

NORTHERN PACIFIC
STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Proposed Sailing
BRABMAR	3,601	W. Watt	November 28th
Duke of Fife	3,621	J. S. Cox	December 2nd
TACOMA	2,811	A. Dixon	December 17th
VICTORIA	3,502	J. Pantou	December 27th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 232.

Excellent accommodation. First-class Table. Doctors and STEWARDSS carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night. TACOMA to NEW YORK is 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, 232.

The best route to the Klamath, Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYRA and St. Michael.

Rates of Passage to other Ports on application.

A Special Rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 18th November, 1901.

IMPERIAL GERMAN MAIL
LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS.	WEDNESDAY	SAILING DATES.
BAYERN	27th November	
STUTTGART	11th December	
KONIG ALBERT	25th December	
PRINZESS IRENE	8th Jan. 1902	
PRINZ HEINRICH	22nd Jan. 1902	
PREUSSEN	5th Feb. 1902	
HAMBURG (Hamburg-Amerika Linie)	19th Feb. 1902	
SACHSEN	5th Mar. 1902	
KIAUTSCHOU (Hamburg-Amerika Linie)	19th Mar. 1902	
BAYERN	2nd Apr. 1902	
STUTTGART	16th Apr. 1902	
KONIG ALBERT	30th Apr. 1902	
PRINZESS IRENE	14th May 1902	
PRINZ HEINRICH	28th May 1902	
PREUSSEN	11th June 1902	
HAMBURG (Hamburg-Amerika Linie)	25th June 1902	

ON WEDNESDAY, the 27th day of November, 1901, at Noon, the Steamship "BAYERN" of the NORDDEUTSCHER LLOYD, Captain H. Blocker, with MAELS PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 25th November, and Passengers will be received on Board until 5 P.M. on TUESDAY, the 26th November, and Passengers will be received at the Agency's Office until Noon on TUESDAY, the 26th November.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.

Hongkong, 14th November, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—9,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"ATHENIAN" Comdr. H. Mowatt, WEDNESDAY, 4th Dec. 1901

"EMPEROR OF JAPAN" Comdr. H. Pylus, R.N.R., WEDNESDAY, 18th Dec. 1901

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R., WEDNESDAY, 15th Jan. 1902

"TARTAR" Comdr. E. Beetham, R.N.R., WEDNESDAY, 29th Jan. 1902

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 12th Feb. 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey.

Passengers to Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 5, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace the PALATIAL STEAMSHIP, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships, "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Class Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent,
Follier's Street.

Hongkong, 21st November, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MARBURG	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 30th Nov. Freight.
Capt. Zacharise		
SUEVIA	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 14th Dec. Freight.
Capt. Borch		
SELBIA	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 28th Dec. Freight.
Capt. Brohm		
NUERNBERG	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 6th Jan. Freight.
Capt. Ammon		
STRASSBURG	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 13th Jan. Freight.
Capt. Madsen		
SAMBIA	HAYRE & HAMBURG (Calling at Singapore and Penang)	On 23rd Jan. Freight.
Capt. Schmidt		
AMBRIA	HAYRE & HAMBURG (Calling at Singapore and Colombo)	On 13th Feb. Freight.
Capt. Duckstein		

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 4th November, 1901.

SHIPPING.

ARRIVALS.

Nov. 22, BENLUDI, British str., 1,483, D. Clark, Mororan 11th November, Coal—GIBB, LIVINGSTON & CO.

Nov. 22, CHUYEN, Amr. str., 1,211, Sleeman, Canton 23rd Nov., General—CHINSEY.

Nov. 22, ELBA, Italian cruiser, 3,124, Casella, from Shanghai.

Nov. 22, HANOT, French str., 742, P. Melles, Haiphong 20th Nov., Rice and General—A. J. MATTY.

Nov. 22, ION, British str., 2,271, D. Robinson, Singapore 15th Nov., General—BUTTERFIELD & SWIRE.

Nov. 22, LYSBURN, German str., 1,234, Th. Lehmann, Shanghai 19th November, General—BREMSEN & CO.

Nov. 22, PING SUY, British str., 4,142, E. Warrall, Singapore 16th Nov., General—DODWELL & CO., LTD.

Nov. 22, PLOWA, British gunboat, 435, Watts Jones, Shanghai 18th November.

DEPARTURES.

AT THE HARBOUR MASTER'S OFFICE.

22nd November.

Aperade, German str., for Hoihow.

Chuyen, American str., for Shanghai.

Formosa, British str., for Swatow.

Kangra Maru, Japanese str., for Manila.

Lysburn, German str., for Canton.

Rosetta Maru, Japanese str., for Nagasaki.

Siam, British str., for Singapore.

Telemachus, British str., for Saigon.

DEPARTURES.

22nd November.

CELESTE BURELL, British ship, for Manila.

Formosa, British str., for Swatow.

HANCHOING, British ship, for Shanghai.

HANS MENZEL, German str., for Chinkiang.

KASUGA MARU, Japanese str., for Australia.

Lysburn, German str., for Canton.

PERLA, British str., for Manila.

ROSETTA MARU, Japanese str., for Japan.

Siam, British str., for Singapore.

TELEMACHUS, British str., for Saigon.

THEA, German str., for Canton.

VESSELS IN DOCK.

22nd November.

ABERDEEN DOCKS.—Esmeralda.

Kowloon DOCKS.—Canton River, Elcano, H. J. Albrecht, Kwangtung, Tamsui, Heungshan, U.S.S. Princeton, Formosa, Justin, Lal-Loc, H.M.S. Pang, U.S.S. Kentucky, Mongkut, Sandakan, Kaga Maru.

COCKSPIT DOCK.—Pisaulok.

SHIPPING REPORTS.

The British steamer Benludi, from Mororan 11th inst., had strong gales to Hainan; then fine weather and N.E. monsoon for the rest of the passage.

The British steamer Ixon, from Singapore 15th inst., 1 at S.W. winds with rain to Cape Padaran; strong N.E. winds from there to Gap Rock with heavy rain.

VESSELS ON THE BERTH

REGULAR

STEAMSHIP SERVICE TO NEW

YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"KURDISTAN" About 30th Nov.

"LENNOX" About 15th Dec.

"ORONSAY" About 31st Dec.

"AFRIDI" 1902 About 10th Jan.

"HILGLEN" About 20th Jan.

"LOWTHER CASTLE" About 31st Jan.

For Freight and further information, Apply to

DODWELL & CO., LD., Agents.

Hongkong, 21st November, 1901. [1739]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 4th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th November, 1901. [18]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AND AMERICAN PORTS.

THE Steamship

"PARRAMATTA"

Captain R. T. Cook, R.N.R., carrying His

Majesty's Mails, will be despatched from this

Berth, on SATURDAY, the 23rd Novem-

ber, at Noon, taking passengers and cargo for

the above ports.

Silk and Valuables, all cargo for France, and

Tea for London (under arrangement) will be

transhipped at Colombo into a steamer proceed-

ing direct to Marseilles and London; other

cargo for London, &c., will be conveyed via

Bombay with transshipment.

Parcels will be received at this Office until 4

p.m. the day before sailing. The contents and

value of all packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM		OUTWARDS.	TO
GLASGOW and LIVERPOOL	DEUCALION	On 28th November.	On 5th December.
GLASGOW and LIVERPOOL	PELEUS	On 5th December.	On 15th December.
GLASGOW and LIVERPOOL	PATROCLUS	On 15th December.	
FOR		HOMEWARDS.	TO
LONDON	"MACHAON"	On 30th November.	On 10th December.
LONDON	"MACHAON"	On 10th December.	On 24th December.
LONDON	"GLAUCUS"	On 24th December.	On 7th January.
LONDON	"DEUCALION"	On 7th January.	On 21st January.
LONDON	"PELEUS"	On 21st January.	
LIVERPOOL DIRECT	"IXION"	On 15th December.	
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.	

(Taking Cargo at London Rates)
(Taking Cargo at London Rates)
The S.S. "DEUCALION" left SINGAPORE on the 22nd inst., a.m., and is due in Hongkong on the 26th inst.
The S.S. "IXION" from GLASGOW and LIVERPOOL, has arrived, and will sail for SHANGHAI and JAPAN to-day.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 22nd November, 1901. [15]

CHINA NAVIGATION CO., LIMITED.

FOR		STEAMERS	TO SAIL.
AMOI & MANILA	"SUNGKIANG"	On 23rd November.	
MANILA, ILOILO & CEBU	"KAIFONG"	On 25th November.	
MANILA, ILOILO & CEBU	"TSINAN"	On 30th November.	
PORT SAVERIN, THURSDAY	"TSINAN"	On 30th November.	
ISLAND, COOKTOWN, TOWNS	"TSINAN"	On 30th November.	
VILLE, BRISBANE, SYDNEY	"TSINAN"	On 30th November.	
WELLINGTON, AUCKLAND	"TSINAN"	On 30th November.	
SHANGHAI	"WHAMPOA"	On 3rd December.	

*The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901. [16]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste.)

THE Company's Steamship
"CARINTHIA,"
Captain Marochio, will be despatched as above on TUESDAY, the 26th inst., a.m.
The steamer has splendid accommodation for Passengers. Electric Light. A Doctor is carried.
For information as to Passage and Freight, apply to
SANDEE, WIELER & CO.,
Agents.
Hongkong, 21st November, 1901. [19]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"KUMSANG,"
Captain Butler, will be despatched as above on TUESDAY, the 26th inst., a.m.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 20th November, 1901. [20]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOI).

THE Company's Steamship
"MAIDZURU MARU,"
Captain T. Sato, will be despatched for the above ports on WEDNESDAY, the 27th inst.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 14th November, 1901. [18]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.

Proposed SAILING FROM
HONGKONG TO SAN DIEGO
AND SAN FRANCISCO,
VIA INLAND SEA OF JAPAN
AND HONOLULU.

TAKING CARGO AND PASSENGERS
TO JAPAN PORTS AND
HONOLULU.

THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH
AMERICA, &c.

S.S. "THYRA" On 20th December.

THE Steamship "THYRA" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, and YOKOHAMA on FRIDAY, the 29th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo, must be sent to points hereof. No Cargo, when sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan
Hongkong, 11th November, 1901. [14]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship
"AUSTRIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel brings on Cargo—
From Venice, ex s.s. *Metecovich* and *Alman* transhipped at Trieste.
From Trieste, ex s.s. *Cleopatra* transhipped at Bombay.

From Legation Ports, ex s.s. *Vespa*.
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 25th November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

Bills of Lading will be countersigned by **SANDEE, WIELER & CO.,** Agents.

Hongkong, 21st November, 1901. [16]

"BEN" LINE OF STEAMERS.

STEAMSHIP "BENLUCCH,"
FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 25th November, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th November will be subject to rent.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & CO.,** Agents.

Hongkong, 16th November, 1901. [2940]

FROM HAMBURG, ANTWERPEN, PENANG AND SINGAPORE.

THE N.D.L. Steamship
"NURNBERG,"
Captain Ammon, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 18th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **HAMBURG-AMERICA LINE,** Agents.

Hongkong, 18th November, 1901. [2935]

S. S. "VILLE DE LA CITOTAT."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Guadalupe*, and *Bordeaux*, ex s.s. *Ville de la Citotat*, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 18th inst., requesting it to be landed here.

Bills of Lading will be countersigned by **DODWELL & CO., LIMITED,** General Agents for China and Japan.

Hongkong, 4th November, 1897. [2]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"KUMSANG,"
having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 22nd inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO.,** General Managers.

Hongkong, 19th November, 1901. [2968]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI & SHANGHAI.

THE above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD., Agents.
Hongkong, 18th November, 1901. [1]

HONGKONG.

Amara, British ship, 1,590, Matlock, Nov. 14.

Jardine, Matheson & Co.

Apenrade, German ship, 611, Loreussen, Nov. 20.

Jensen & Co.

Athenian, British ship, 2,424, Mowatt, Nov. 14.

C. F. P. Co.

Austrian, Austrian ship, 4,873, Fullmer, Nov. 20.

Sanier, Wierler & Co.

Benludi, British ship, 1,483, Clark, Nov. 22.

Gibb, Livingston & Co.

Erasmus, British ship, 2,316, Watt, Nov. 15.

Dodwell & Co., Limited.

Chiyen, Amr. ship, 1,211, Sleeman, Nov. 15.

Chinese.

Chowtai, German ship, 1,115, Muller, Nov. 20.

Melchers & Co.

Dajima, Japanese ship, 900, Eatto, Nov. 20.

M. B. Kaisha.

Deravongse, Ger. ship, 1,057, Tector, Nov. 20.

Battfield & Swire.

Dr. Hans Jurg. Kiser, Nov. 18, 681, Linsen.

Nov. 18, A. B. Marty.

Duke of Fife, British ship, 3,547, Cox, Nov. 18.

Dodwell & Co., Limited.

Elcano, American ship, 510, Altonase, Sept. 3.

Brasilia & Co.

Emma, German ship, 1,981, Samuelson, Nov. 19.

Jensen & Co.

Emeraldia, British ship, 966, McGinty, Nov. 17.

Shewan, Tomes & Co.

Hanoi, French steamer, 742, Marles, Nov. 22.

A. R. Marty.

Hinsang, British ship, 1,538, Lake, Nov. 18.

Jardine, Matheson & Co.

Independant, German ship, 871, Holtz, Oct. 21.

Sander, Wierler & Co.

Ixion, British ship, 2,271, Robinson, Nov. 22.

Battfield & Swire.

Kaga Maru, Jap. ship, 3,800, Ekstrand, Nov. 18.

Nippon Yusen Kaisha.

Kunssang, British ship, 2,076, Buller, Nov. 19.

Jardine, Matheson & Co.

Lal-Tok, Spanish ship, 185, Fabbregas, Nov. 17.

A. R. Marty.

Loongang, British ship, 1,062, Weigall, Nov. 18.

Jardine, Matheson & Co.

Mengkut, German ship, 859, Gotsche, Nov. 15.

Battfield & Swire.

Paracatta, British ship, 2,854, Cook, Nov. 21.

P. & O. S. N. Co.

Ping Sui, British ship, 4,149, Warrall, Nov. 22.

Dodwell & Co., Limited.

Pisaunok, German ship, 1,267, Illing, Nov. 10.

Battfield & Swire.

Radnorshire, Brit. ship, 1,890, Bindles, Nov. 20.

Battfield & Swire.

Richmond, British ship, 1,314, Mann, Nov. 14.

Siemens & Co.

Sutoung, German ship, 1,374, Brandeleter, Nov. 12.

Malchers & Co.

Sihuan, British ship, 957, Jones, Nov. 12.

Bradley & Co.

Sharps, Nov. 1, 1,130, Tollefson, Nov. 17.

Chinese.

Sullburg, German ship, 782, Jensen, Nov. 21.

Siemens & Co.

Sultan Van Langkut, Dutch ship, 1,574, Zwart, Nov. 13.

Meyer & Co.

Sungkiang, British ship, 1,021, Moore, Nov. 19.

Battfield & Swire.

Tacoma, British ship, 2,811, Dixon, Oct. 21.

Dodwell & Co., Limited.

Taiheung, German ship, 828, Ahrens, Nov. 17.

Meyer & Co.

Tataros, German ship, 1,578, Dinse, Nov. 18.

Siemens & Co.

Thales, British steamer, 838, Robson, Nov. 20.

Douglas Lapaik & Co.

Tryn, Norwegian ship, 710, Dall, Nov. 18.

A. R. Marty.

Dalshope, British ship, 1,998, Low, Nov. 3.

Order.

Geo. T. Hay, British ship, 1,647, Spice, Oct. 20.

Karberg & Co.

Helena, Amr. ship, 1,864, Vanhon, Sept. 19.

Arnhold, Karberg & Co.

H. J. Albrecht, German ship, 701, Andersen, Oct. 10.

Master.

Launburg, Brit. ship, 1,215, McDougall, Aug. 14.

Master.

Manuel Laguna, Amr. ship, 1,650, Nichols, June 30.

Standard Oil Co.

Osberg, British ship, 960, Denemere, Nov. 4.

Order.

Sea Witch, Amr. ship, 1,172, Howes, Feb. 21.

Master.

W. H. Conner, Amr. ship, 1,526, Colcord, Sept. 25.

Standard Oil Co.

His Britannic Majesty's Ships in the China Squadron.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p.; Comdr. C. G. F. M. Cradock, at Hongkong.

Albatross, battleship, 12,950 tons, Captain W. W. Hewitt, at Hongkong.

Albatross, battleship, 12,950 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. E. Martin, at Hongkong.

Argonaut, battleship, 11,000 tons, 16 guns, Captain G. H. Cherry, R.N., at Hongkong.

Astraea, cruiser, 4,300 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Hongkong.

Aurora, cruiser, 5,600 tons, 12 guns, 5,600 h.p., Capt. E. H. Bayly, C.B., at Hongkong.

Blenheim, 1st-class cruiser, 10,000 tons, 12 guns, 24,411 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. M. Leake, at Hongkong.

Brisk cruiser, 6,000 h.p., Comdr. Sir B. R. S. Wrey, Bart., at Singapore.

Britannia, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut. Comdr. E. A. Baird, at Nanking.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. Wm. G. Pakenham, at Wooming.

Eclipse, cruiser, 5,600 tons, Captain Stokes, at Hongkong.

Endymion, cruiser, 7,350 tons, 12 guns, 10,000 h.p., Captain A. W. Paget, C.M.G., at Hongkong.

Esk, gunboat, 365 tons, 3 guns, 200 h.p., Lieut. Comdr. W. F. Blunt, at Kinkiang.

Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., in reserve, at Hongkong.

Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut. Comdr. C. P. Beatty, Pownall, at Hongkong.

Gloria, battleship, 12,950 tons, Captain W. A. Carter, at Weihaiwei.

Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Weihaiwei.

Handy, torpedo-

